

**BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND**



AIR FORCE INSTRUCTION 11-2FT, VOLUME 3

**AIR FORCE MATERIEL COMMAND
Supplement 2 (C-130 Checklists)**

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Flying Operations

AFMC FLIGHT PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ AFMC/DOV (Major Keith Cox)

Certified by: HQ AFMC/DOV
(Col Robert J. Wood)

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This document supplements AFI 11-2FT, Volume 3 and applies to all AFMC C-130 flying activities with primary aircrew assigned or attached for flying. This supplement does not apply to the Air National Guard or the US Air Force Reserve units and members except those under AFMC OPCON.

Attachment 11 (Added-AFMC)**C-130 J (-30) PILOT AIRDROP BRIEFING GUIDES AND CHECKLISTS**

This checklist establishes procedures for the operation of C-130J and C-130J-30 aircraft to accomplish operational and/or flight test missions on these type aircraft under the control of the Air Force Flight Test Center.

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AIRCRAFT COMMANDER'S AIRDROP BRIEFING

Note: For airdrop missions, add these items to Aircraft Commander's Crew Briefing. Brief changes as necessary during the mission.

1. Position in Airdrop Formation
2. Objective and Time Over Target
3. Load Data (Description, Weight, Type of Chutes, FS Position, Load Markings, L/R fwd lock position checked)
4. Run-in to DZ
 - a. Pre-Slowdown Point
 - b. Initial Point
 - c. Slowdown
 - d. Preflight Time for Slowdown
5. Drop Zone Data
 - a. DZ Size
 - b. Location/Marking of PI and TE Centerline (As applicable)
 - c. PI Elevation and Highest Point on the Drop Zone
 - d. Usable DZ Length in Yards/Seconds
 - e. Location of ZM/BCN (If Applicable)
6. Release Point
 - a. Release Type (ADS Panel Operation, Airdrop Method used, Timer Requirements)
 - b. DZ Axis
 - c. Expected Drift
 - d. Desired Heading
 - e. Position of CARP/HARP
 - f. Drop Airspeed and Altitude (AGL & MSL)
7. Communication Procedures
 - a. Countdown to CARP
 - b. Use of the Word "GREEN"
 - c. Notification of "NO-DROP"
8. No-Drop Conditions
9. Airdrop Emergency Procedures

- 10. Racetrack Procedures (If Planned)
- 11. Escape and Post Drop Procedures
- 12. Return Route
- 13. Recovery
- 14. Additional Mission Requirements

JUMPMaster BRIEFING

1. Route and Weather
2. Number of Jumpers/Passes
3. Profile Altitude (AGL) with Doors Open
4. Times:
 - a. Stations
 - b. Takeoff
 - c. En Route
 - d. Time Over Target
5. Loadmaster/Jumpmaster Coordination:
 - a. Visual and Verbal Signals
 - i. Time Warnings
 - ii. Winds
 - iii. No-Drop Notification
 - iv. Steering Adjustments for JM Directed Drops
 - b. Cabin Lighting & Jump Light Intensity
 - c. Raising of Troop Seats
 - d. Anchor Cables to be Used
 - e. Signal When Jumpers All Hooked Up
 - f. Troop Door Procedures
 - ii. Staticline Control
 - iii. Positioning/ejecting Door Bundles
 - iv. Oxygen Requirements
 - v. Arming Time/Altitude for Automatic Rip Cord
 - vi. Door/Ramp Exit
 - g. Staticline Retrieval Method
 - h. HALO/HAHO
6. Manifests, Weight & Balance
7. Hazardous Materials
8. Aircraft Configuration for Subsequent Sorties
9. Pilot/Jumpmaster Coordination:

- a. Drop Zone Identification
 - b. Drop Altitude, Airspeed, Heading
 - c. Position of CARP/HARP
 - d. Racetracks and No-Drop Procedures
 - e. Escape
10. GO/NO-GO Test Requirement
11. "Clear to Proceed" Call
- a. If developmental testing is being accomplished and subsequent drops must be cleared by the previous jumper, the pilot and the jumpmaster will coordinate how the call will be transmitted to the aircraft.
12. Emergency Procedures

AIRCRAFT LIGHTING

1. DAY:

- a. Navigation Lights - ON
- b. Anti-Collision/Strobe Lights – ON, FLASH

2. NIGHT:

- a. Ground Operation
 - i.. Navigation Lights - ON
 - ii. Anti-Collision/Strobe Lights – ON, FLASH
 - iii. Formation Lights - BRIGHT
 - iv. Cargo Compartment Lights - AS REQUIRED
- b. Takeoff and En Route
 - i. Navigation Lights - ON
 - ii. Anti-Collision/Strobe Lights – ON, FLASH
 - iii. Formation Lights - BRIGHT
 - iv. Cargo Compartment Lights - AS REQUIRED
- c. Landing
 - i. Navigation Lights - ON
 - ii. Anti-Collision/Strobe Lights – ON, FLASH
 - iii. Formation Lights - BRIGHT
 - iv. Cargo Compartment Lights - AS REQUIRED
 - v. Landing Lights - AS REQUIRED

CABIN ALTITUDE CHECKLIST

Accomplish this checklist before exceeding a cabin altitude of 10,000 feet MSL. The “OXYGEN CHECK” step of the checklist will be accomplished at cabin altitudes of 10,000 and 15,000 feet. At a cabin altitude of 20,000 feet, this step will be accomplished every 15 minutes or with each 5,000 foot increase in altitude, whichever is first, and will be accomplished every 5 minutes above 30,000 feet. The PF initiates the Cabin Altitude Checklist.

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|----|--|-----------|
| 1. | “CREW, CABIN ALTITUDE CHECKLIST” | PF |
| | “ACKNOWLEDGED” | PNF, LM |
| 2. | PRESSURIZATION Panel – SET | PNF |
| 3. | “Oxygen Check - “COMPLETE” | P, CP, LM |
| | a. Mask - Fitted | |
| | b. Regulator - On, Set | |
| | c. Mask/Hose - Connections | |
| 4. | Loadmaster's Report – “CHECKLIST COMPLETE” | LM |
| 5. | Cabin Altitude Checklist - “COMPLETE” | PNF |

PRE-SLOWDOWN CHECKLIST

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|-----|--|---------|
| 1. | “CREW, PRE-SLOWDOWN CHECKLIST” | PF |
| | “ACKNOWLEDGED” | PNF, LM |
| 2. | Slowdown, Drop Zone and Escape – “REVIEWED” | PF, PNF |
| 3. | CNI CARP Page – “REVIEWED” | PNF |
| 4. | Pressurization – “DEPRESSURIZED” | PNF |
| 5. | Altimeters – “SET, STATE SETTING” | PNF, PF |
| 6. | Ref Set Panel – “SET, STATE SETTING” | PNF, PF |
| 7. | Red Light – “ON” | PNF |
| 8. | CDS Flap setting – “COMPUTED, STATE SETTING” | PNF |
| 9. | Computer Drop Switch – “SET, STATE SETTING” | PNF |
| 10. | Loadmaster's Report - “CHECK COMPLETED” | LM |
| 11. | Pre-Slowdown Checklist - “COMPLETE” | PNF |

SLOWDOWN CHECKLIST

- | | | |
|-----|--|---------|
| 1. | “CREW, SLOWDOWN CHECKLIST” | PF |
| | “ACKNOWLEDGED” | PNF, LM |
| 2. | Flaps – “50 PERCENT” | PNF |
| 3. | Aux Pump – “ON” (AS REQUIRED) | PNF |
| 4. | AIR DEFLECTOR(S) – “OPEN” (AS REQUIRED) | PNF |
| 5. | Doors - “CLEARED TO OPEN” | PNF |
| 6. | Telemetry – “ON” (If Required) | LM |
| 7. | ADS Panel – “CHECKED” | PNF |
| 8. | Flaps – “SET, STATE SETTING” (As Required) | PNF |
| 9. | Loadmaster's Report - “CHECK COMPLETED”,
“SYSTEM ARMED” | LM |
| 10. | Slowdown Checklist - “COMPLETE” | PNF |

RELEASE POINT CHECKLIST

- | | | |
|----|--|-----|
| 1. | Data - " DATA ON " (As Required) | PNF |
| 2. | " STANDBY DROGUE " (As Required) | PNF |
| 3. | Chute Release Cover – Raised (As Required) | PNF |
| 4. | " DROGUE DEPLOYED " (As Required) | PNF |
| 5. | "DROGUE OK" or "MALFUNCTION" | LM |
| 6. | " TEN SECONDS, 5-4-3-2-1, GREEN LIGHT " | PNF |
| 7. | "LOAD CLEAR" or "MALFUNCTION" | LM |
| 8. | RED LIGHT – " ON " | PNF |
| 9. | "CLEAR TO TURN" | LM |

POST DROP CHECKLIST

Items marked with an asterisk (*) should be reaccomplished for racetracks.

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|-----|--|-----|
| 1. | *Data - " DATA OFF " - (As Required) | PNF |
| 2. | Flaps – " 50 PERCENT " | PNF |
| 3. | Doors – " INDICATE CLOSED " (As Required) | PNF |
| 4. | Air Deflector(s) - " CLOSED " (As Required) | PNF |
| 5. | RED LIGHT – " OFF " | PNF |
| 6. | *Flaps - " AS REQUIRED " | PF |
| 7. | Aux Pump – " OFF " (As Required) | PNF |
| 8. | HALO Safety Check – " HALO SAFETY CHECK COMPLETED " (As Required) | LM |
| 9. | PRESSURIZATION Panel - " SET, STATE SETTING " | PNF |
| 10. | Loadmaster's Report - " CHECK COMPLETED " | LM |

***"POST DROP CHECKLIST COMPLETE"**

PERRY L.LAMY, Brig General, USAF
Director of Operations